

C1 [0020] FIG. 1. is a cut away perspective view of the first preferred embodiment of the invention showing components and their general arrangement;

[0021] FIG. 2 is a schematic of the first preferred embodiment of the invention showing the interrelationship and connectivity of major components;

[0022] FIG. 3. is a cut away perspective view of the second preferred embodiment of the invention showing components and their general arrangement;

[0023] FIG. 4. is a schematic of the second preferred embodiment of the invention showing the interrelationship and connectivity of major components;

C2 [0035] In addition, the battery 1 voltage will drop when supplying current to a connected electrical load. The reduction in voltage will be greater with increasing current drawn from the battery 1 and may reach a value of 0.2 volts per cell or more. For the illustrative example, this translates to  $48 \text{ v} - (0.2 \text{ v/cell})(24 \text{ cells})$  or 43.2 volts for a fully charged battery 26 or  $42 \text{ v} - (0.2 \text{ v/cell})(24 \text{ cells})$  or 37.2 volts when fully discharged.

C3 [0047] The second preferred embodiment of the invention is presented schematically in FIG. 4. As shown in the schematic, solid lines depict the flow of power whereas dashed lines depict the flow of information such as commands and sensed parameter feedback. Referring now to FIG. 4, the battery 26, electronic controls 24, and host vehicle 31 power input 27 are electrically connected in parallel on a single bus 17. The control electronics 24 will rectify and condition the electrical energy from the generator 22 and supply current to the bus 17. The electronic controls 24 are arranged to continuously and automatically modulate the electrical current to the bus 17 in consonance with its measured electrical potential to automatically accommodate a rapidly varying power demand.

**In the Claims:**

Please cancel claims 10 and 11.

In accordance with 37 CFR § 1.121, please substitute for claims 1, 12 and 14, the following revised versions of the same claims, as amended. The changes made to the claims are shown explicitly in the attached "Marked Up Version Showing Changes Made."

1. (Twice Amended) A removable power source for use in a host machine that operates on electrical power, the host machine having a peak power demand, comprising:

a housing;

an electrical power generator disposed within said housing and sized to supply less than the peak power demand of the host machine;

a battery disposed within said housing, said battery sized to supply at least that portion of the peak power demand of the host machine not supplied by the electrical power generator; and

a power control module disposed within said housing and coupled to said battery and said electrical power generator and arranged to supply power to the host machine from either said battery or said generator or from both said battery and said generator.

12. (Twice Amended) An electric vehicle having a peak power requirement, comprising:

a power source electrically coupled to the electric vehicle, said power source comprising:

a housing;

an electrical power generator disposed within said housing and sized to supply less than the peak power requirement of the electric vehicle;

a battery disposed within said housing, said battery sized to supply at least that portion of the peak power requirement of the electric vehicle not supplied by the electrical power generator; and

a power control module disposed within said housing and coupled to said battery, to said electrical power generator and to said electric vehicle, said

*cb* power control module configured to supply power to the electric vehicle from either said battery or said generator or from both said battery and said generator.

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*cb* 14. (Amended) The vehicle disclosed in claim 12 wherein said vehicle is a work platform further comprising a lifting mechanism coupled to said electric vehicle.

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